

Wing Tips



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A TRIBUTE TO A WORLD WAR II HERO

General Benjamin O. Davis, Jr. passed away in July this year. His name is familiar to CAP Cadets because he was the first black general in the USAF. He became a general in 1954. His father had been a general in the Army.

A West Point graduate, Davis trained as a pilot at Tuskegee. As an experienced Army officer, he was given command of the first squadron of Tuskegee airmen. When more squadrons were formed, he became group commander. The Tuskegee airmen, in their red-tail airplanes, scored many victories against enemy aircraft. Their greatest pride, however, is that when escorting bombers, they never lost a bomber to enemy fighters. Even today, old World War II bomber pilots seek out old Tuskegee airmen and thank them.

Davis was a wing commander during the Korean War. He retired in 1970 as a Lieutenant General. Some years later, he became one of only three men to be given a fourth star after retirement; the other two being Ira Eaker and Jimmy Doolittle.

A WORD FROM OUR WING INTERNAL AERO ED OFFICER

Greetings, Perhaps it is time to re-examine the definition of our mission: "Aerospace" refers to all flying activities, within the Earth's atmosphere and beyond. Secondly it is important to understand that we are not trying to train professional aviators; we are giving the people of our country knowledge about air and space" and air and space travel. Remember, CAP has three missions, but they are equally important!

Those two excerpts were taken from a document available from the Northeast Region website. It is truly amazing what information the Aerospace Ed officer has at his disposal on the World Wide Web!

If you DO have an email address we (the New York Wing Aero Ed staff) would like to have it! Send an email to WB2GTC@hotmail.com with your email address, your name, rank, position, unit name and group name. This will enable us to do our job more efficiently.

AEROSPACE CURRENT EVENTS ARE AVAILABLE!

Aviation in the news. The 75th Anniversary of Charles Lindbergh's flight generated some very good articles. The New York Times recently ran an article on car/planes, everyone's dream. A car you can drive to an airport, then taxi down a runway and take off! The current issue of Popular Science has a cover story on man's attempt to develop a personal jet pack.

THE UNMANNED AERIAL VEHICLE

(UA V) The Air Force, presently, has three squadrons operating the RQ-1 Predator. It is a strange-looking aircraft with glider-like wings, an inverted V-shaped tail, and a pusher propeller. The aircraft is relatively small, lightweight, and slow. It is flown by a rated Air Force pilot from a computer work station, but usually flies a pre-programmed flight plan including loiter over target. At present, it is a reconnaissance aircraft that can transmit video images, infrared images, and still radar images. The pilot has two screens, one showing the image being transmitted and the other, a map of where the Predator is flying. The Predator has been used with great success in Bosnia, Afghanistan, and Iraq. The Air Force is considering giving it some ordnance to enable it to attack a target.

The RQ-4 Global Hawk is a much larger, even more strange-looking, jet propelled, unmanned reconnaissance aircraft capable of long distance flight. It is fully automated from take-off to landing. It is still in the testing stage, but has been used in training exercises and it has been sent to Afghanistan.

Looking like a flying saucer with sweptback wings and no tail, the X-45 unmanned combat air vehicle (UCA V) is a stealth aircraft about the size of a small fighter. It is intended to carry about two tons of ordnance. This mission of this aircraft would be to suppress enemy air defense by bombing surface-to-air missile sites. It has already made a successful test flight.

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